

Vision Statement

An efficient network of transportation facilities in the North Central Region is vital to moving people and goods. Transportation affects us all—our lives and livelihoods depend a great deal on a transportation system that offers opportunities for various choices and modes of travel. To many extents our transportation facilities have been provided to meet the travel needs, but they were constructed to accommodate a population of the past. In order to assure an efficient transportation system for the future, it is important to plan for the growth that continues to occur.

Stakeholder Involvement

An internal steering committee was formed including representation from Planning, Project Definition, Program Management, Construction, Traffic, TransAid, and the Regional Administrator. The Committee members met several times to focus the efforts of this Route Development Plan (RDP). Early on, the Committee decided to phase the Route Development Plan process.

Phase 1 Route Continuity; Collection of existing conditions; Existing and projected future Level of Service(LOS); Route deficiencies; and identification of future needs.

Phase 2 Public Involvement in transportation decisions; Land use planning coordinated with transportation needs.

The decision to phase the process was based on: 1) The need to first establish a Region transportation baseline; 2) The economics of time and money needed to produce Route Development Plans; 3) The process is not perfected. This Route Development Plan outlines a vision for the future development of State Route 26. This Plan provides recommended improvement strategies to existing and future deficiencies of the transportation system in the SR 26 corridor. Some of the future needs identified in this RDP, such as All Weather Highway construction, are critical to assure adequate operation of State Route 26.

Study Limits

The study limits of this RDP include only that section of SR 26 in the North Central Region. The Plan begins at the junction with Interstate 90, on the Columbia River near Vantage, and ends at the junction with US 395 East of Othello. The milepost limits are from MP 0.00 to MP 60.93.

Plan Organization

Transportation data from many sources is brought together in the SR 26 Route Development Plan and presented in a strip map format. The data is related to a specific location or a highway section within milepost limits, with mileposts shown to the nearest hundredth of a mile. To aid in placing the strip map data in a geographic context, aerial photographs and maps are included. Urban areas are represented by aerial photos and rural areas represented by parts of quadrangle maps.

Data Sources

SR 26 Intersections / Features.....	<i>Transportation Information and Planning Support(TRIPS): State Highway Log / Planning Report.</i>
Freight Tonnage Class.....	<i>Freight and Goods Transportation System (FGTS)</i>
Functional Class / Level of Development	<i>Washington State Pavement Management System(WSPMS)</i>
Access Management / Control.....	<i>Limited Access Route Listing and Access Management Classification Report.</i>
Traffic Data and LOS 1995/2020.....	<i>TRIPS: Data from Trans Data Office, OSC.</i>
Existing Conditions.....	<i>TRIPS: State Highway Log / Planning Report</i>
Deficiencies / Future Needs.....	<i>State Highway System Plan(SHSP), Priority Array Tracking System(PATS), and Bridge Preservation Report.</i>

Conclusion

Planning is an ongoing process and must be flexible in order to incorporate unforeseen trends. One of the long range goals of this plan is to integrate the Department of Transportation's needs with the needs of cities, counties, the traveling public, and QUADCO. It is believed that this plan, along with a certain amount of flexibility, will provide a well integrated transportation system for State Route 26.

This long range plan will provide guidance for development of the North Central Region's program of projects as well as guiding the Region's Development Services Team in defining developer impact mitigation measures. The Route Development Plan will be updated periodically to keep pace with changing transportation needs.

The North Central Region Planning Department welcomes your comments and input on this and future *Route Development Plans(RDP)*. Please contact us at:

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